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LIVE NEWS OF THE INDUSTRIAL WORLD

CHANGES TO BE MADE IN LACKAWANNA CAR SHOPS.

Machinery in the Shops Is to Be Changed So as to Make It Possible to Work to Better Advantage—Review of the Coal Business—Monthly Reports of the Business Done by Railroads—New Superintendent of Police for the Lackawanna Road.

Many changes will be made at the saw mill connected with the Lackawanna car shops between now and Monday morning. It is the intention of Master Car Builder Canfield to rearrange all the machinery used for sawing purposes so that the work can be turned out quicker and permit of many new ideas in the working plans of the company.

A force of fifty men were put to work last night to change the position of every piece of machinery in the shop, so that when the lumber is received at the lower end of the shop in raw shape it can be turned out of the upper end ready for use for building purposes. Three different lines will be established through the mill whereby the lumber can be worked right through without resorting to the different operations, at present in vogue.

The night force will be relieved this morning by one hundred men, and the work will be carried on night and day until finished. It is expected the changes will be completed by Monday morning. All the shafting will have to be taken down and rearranged so that the work can be done without any inconvenience.

Speaking of the opportunities at the shops for better work, Mr. Canfield said yesterday that the rank and file of workmen employed by the company are as good as can be found anywhere, and it is his intention of putting the shops in such shape that the greatest amount of work can be turned out in the shortest space of time.

New Zealand Railroads.

New Zealand's steam railroads are owned and operated by the government. Compared with American railroads, they seem like toy railroads and the man "playing train." The locomotive is queer and small. The engine driver blows two loud blasts of the locomotive's whistle before starting, much like a steamer. A large hand bell at the stations is loudly rung prior to the shrieks of the locomotive's whistle. The guard (conductor) walks up and down the platform and says: "Take your seats, everybody take your seats," instead of "all aboard," after which he blows a pocket whistle signal, like some United States trolley car conductors, and the train starts, but does not go much faster than a horse's slow pace, except down grade.

The train starts, and you think an axle is broken or something is wrong, probably a "hold-up," which they call "stuck-up," but no, the stop is merely to let the guard apply the brakes. Why do they want the brakes applied after stopping? Well, you see, there is a sharp curve in the track, and the coaches have six to eight narrow reversible seats. A solitary stop, high up, made of one piece of board, aids the passenger to enter. The windows are small and near the roof. Baggage checking is unknown. You paste a label on your baggage, they gather it up and take it, but you must see that they put it off at your destination and must claim it in the general scramble before some one helps himself to it.

Letters posted in a mail car must pay from 4 to 12 cents extra, according to their destination. No trains run at night or on Sunday. Live stock cannot travel on Monday or Friday. The cars for horses and cattle are called carts, other freight cars are termed wagons. They are built like packing cases, and have no opening except a missing roof, the door closing tightly. They are scarcely one-fourth the size of American cars.

There are no trolley cars in all of New Zealand, notwithstanding a population of 60,000 in Auckland and other towns. Almost all the transport is by buses chiefly, and a few horse cars called "trams." On race days and other events the buses quit their regular routes and carry people from the center of the town to the races and events, leaving the residential section without service.

Review of the Coal Business.

Reviewing the coal business for the week the Coal Trade Journal says: "The hard coal trade continues in good condition, and there is not one of the producers but who believes in a big business for this interest in the last half of this year. Scarcely an even goes so far as to talk of a large increase in the tonnage that has been done in recent years during that period, and even in excess of the aggregate tonnage in the best months of the six. It remains to be seen if the views of those optimistic gentlemen represent the actual condition of affairs. We fancy there will be some modification, but look for a very good year of it altogether, particularly if prices are not boomed too much.

There has been some gossip in the papers and among a portion of the trade that there might be an increase in the price list of anthracite, dating from Aug. 1, but we fail to find this confirmed by officials of the companies who should know whereof they speak. It would not be well for the producer to make any advance at the time stated, for, with the product going as it has for the two months past, the dealers are in a position to take a "breathing spell" in the way of pur-

chases, and will not care if the price be changed, for they are not likely to buy again until there are more distinct signs of a diminution of their stocks.

At many places in the Western states, where anthracite is used by a portion of the people, there is a universal outcry as to the price charged this year, from consumers."

Railroad Statements.

The report of the Pennsylvania Railroad company for the month of June, 1899, compared with the same month of 1898, shows: Lines directly operated gross earnings increase, \$518,300; expenses increase \$29,250.

For the six months ending June 30, compared with the same period of 1898, the report shows: Gross earnings, increase, \$1,785,000; expenses increase, \$184,000; net earnings decrease \$55,400.

Lines west of Pittsburgh, for the month: Gross earnings increase, \$551,400; expenses increase \$55,700; net earnings increase, \$195,700. For the six months: Gross earnings increase \$1,560,700; expenses increase \$177,400; net earnings increase \$383,300.

The monthly statement of the Lehigh Valley Railroad company for the month of June, 1899, compared with the same period of 1898 shows: Net earnings \$379,469, an increase of \$65,955. For the seven months ending June 30 compared with the period last year the net earnings were \$1,812,430, a decrease of \$491,264.

The statement of the Lehigh Valley Coal company for the month shows net loss of \$3,828, against a net loss of \$125,402 last year. For the seven months there is a net loss of \$459,839, while for the same period last year the net loss was \$305,105.

The monthly statement of the Philadelphia, Wilmington & Baltimore railroad for the period ending June 30, compared with the same month of 1898 shows: Gross earnings, increase \$45,000; expenses increase \$18,200; net earnings increase \$26,800. For the six months ending June 30, compared with the same period of 1898, the report shows: Gross earnings increase, \$328,000; expenses, increase, \$120,400; net earnings increase \$207,600.

The monthly statement of the Northern Central railway company shows: Gross earnings increase \$77,200; expenses, increase \$57,700; net earnings increase \$19,500. For the six months: Gross earnings increase \$135,700; expenses increase \$125,000; net earnings increase \$10,700.

The report of the West Jersey & Seashore Railroad company shows: For the month ending June 30, compared with the same month of last year: Gross earnings increase \$61,500; expenses increase \$24,000; net earnings increase \$37,500. For the six months: Gross earnings increase \$165,400; expenses increase \$73,600; net earnings increase, \$91,800.

This and That.

J. M. Daley, superintendent of transportation, spent yesterday in Syracuse. A new steel bridge is being constructed over the Susquehanna river at Pittsburg.

J. A. Stetler has been appointed station agent at Bennett by Superintendent Salisbury.

General Superintendent Russell returned yesterday afternoon from an official trip to Birmingham.

Superintendent of Bridges Hixson has decided to locate his office in Hoboken, N. J. The work will be centralized at that point.

Robert Owens, who has been fire boss at the Bellevue mine for several years, has been appointed to the position of chief fireman.

T. W. Lee, of New York, who has been appointed general passenger agent of the Lackawanna road, will assume his duties on August 1, with headquarters at 26 Exchange Place, N. Y.

Illinois Central Railroad has been tendered the position of superintendent of police over the Lackawanna system. The appointment will not be made before Aug. 15.

WATSON AS MIDSHIPMAN.

Daring Feat of Dewey's Relief That Excited Farragut's Admiration. Washington Letter in the Sun.

The appointment of Rear Admiral John Crittenden Watson to succeed to the chief command of the American squadron in the Philippines is an incident of more than ordinary interest. Every officer in the navy service realizes how difficult it will be to succeed Dewey.

"A thousand questions are likely to arise," said Rear Admiral Joubert, U. S. N., "and the perplex and bewildered man who goes out to Manila as Dewey's relief. I've known Watson all his life. He is the son of Dr. Watson, of Frankfort, Ky., and his mother was the daughter of John J. Crittenden, of Kentucky, ex-attorney general of the United States and ex-governor, a Union man when it cost something to be a Union man in Kentucky. Watson is an admirable compound in character of cool courage in the hour of danger and audacity. He will meet every trick and stratagem of the Filipinos with one little better, and there is not a finer man in the service for that most difficult Manila detail than John Crittenden Watson."

Admiral Watson was born at Frankfort, Ky., in 1842. He is a nephew of the late Major-General Thomas L. Crittenden, who commanded the Twentieth Corps, U. S. A., and died shortly after the war. Another uncle was General George P. Crittenden, who went South in 1861 and commanded a division in the Confederate army. Watson was appointed to Annapolis in 1857 in his fifth year. In 1861, a passed midshipman, he was on the Hartford with Farragut, and there won the friendship of the great Admiral by a feat of courage that was as necessary as it was daring. It was a fine April morning in 1862 when Farragut's fleet ran by Forts Jackson and St. Philip on the Mississippi river fifty-two miles below New Orleans. The ships of Farragut's fleet were all of wood, and Gen. Dun-

can, commanding the forts, and his second, Col. Higgins, thought that Farragut and his fleet had been delivered into their hands, as they beheld the ships coming up, formed in two lines, the Hartford being easily distinguished as the flagship by its broad blue Admiral's pennant. The forts were admirably arranged for effective gunnery, having barbette battery of 44s and quick guns that swept the river for miles. Had not Farragut directed his fleet to run inshore and under the gun fire, not a ship might ever have got away. The forts are situated on the two banks of the river. As the Hartford passed Fort St. Philip a shower of grape from one of the big guns tore the foremast into match-wood and seriously disabled the sail power of the ship. It was necessary to take in some sails and set others, but the blocks had jammed and the Hartford was in danger of swinging about and running aground. The fire of grape aloft was so hot that the command, "Go aloft and clear blocks and tackle on main yard," was not obeyed with that promptness that follows an order given by the commander of a man-of-war. But the hesitation was momentary.

"Come on, you fellows!" yelled a young voice, and up the ratlines to the disabled rigging went a midshipman, followed by the watch.

"Tunning out lightly to the end of the yard, and standing sixty feet from the deck with the grape clipping ropes and tearing great slivers of wood from mast and spar young Watson gave the necessary orders as calmly as if he was at a practice drill. When everything was taut and in working order, and following the "jacks" down, Watson saluted the admiral and reported: "All clear, sir," grim old Farragut simply seized the boy in his arms, and how the crew cheered!

"Had we ever got aground there the Confederate guns would have destroyed us in five minutes," said Fleet Captain Percival Drayton of the West Gulf squadron as he told the story to Captain, afterward Rear Admiral, Bryson. "Young Watson's ready appreciation of the danger and prompt action saved the Hartford, in my opinion, and Farragut thought so, too."

From that hour Watson's fortune was made. He became naval aide-de-camp to the admiral of the navy and was in all the subsequent sea fights along the South Atlantic seaboard and at Vicksburg, Rodney and Ground Gulf, after that off Charleston.

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- 136 pair Ladies' fine Tan Shoes, worth from \$1.50 to \$2.50; cut to 98c., \$1.29, \$1.49 and \$1.69.
- 18 pair Ladies' Russet Shoes at 69c.
- 48 pair Ladies' fine Kid Lace and Button Turn Shoes, worth \$2.50; at \$1.69.
- 72 pair Ladies' Cloth Top Button Shoes, worth \$1.75; at 98c.
- 200 pair of odd sizes in fine shoes, all styles, at 98c.; worth \$1.50 to \$2.00.
- Ladies' fine Oxfords cut to 49c., 69c., 98c., \$1.49 and \$1.98.
- 48 pair Misses' Shoes, Russet, worth \$1.50; at 98c.
- 36 pair Misses' Shoes at 49c.; worth 75c.
- 144 Little Gents' Russet and Black Shoes, sizes 9 to 13, worth 75c. to \$1.00; at 59c.
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